

COUNTRY East Germany

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TOPIC Laerz Airfield

EVALUATION	see below	PLACE OBTAINED	25X1C
DATE OF CONTENT	30 December 1952 to 15 January 1953		
DATE OBTAINED	25X1C	DATE PREPARED	2 March 1953
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	
REMARKS			

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1. Between 20 December and 6 January, flying was practiced at Laerz airfield only on two days. Between 10 a.m. and 2 p.m. on 30 December, individual local flights were made below the clouds by four MiG-15s, which were equipped with auxiliary fuel tanks. Between 10 and 12 a.m. on 6 January, three MiG-15s were aloft. The ceiling was at an altitude of 1,500 meters. On 10 January, 23 MiG-15s and 2 type-29 planes were parked in the dispersal area near the flight control building, about 26 MiG-15s along the canal, and 6 MiG-15s in the dispersal area of the alert flight. An unidentified number of Yak-11s and Po-2s were also observed at the field.
2. On 1 January, source observed for the first time that the size of the alert flight was reduced to six planes. On 10 January, he made the same observation.
3. On 4, 7, 8, 9, and 10 January, about 300 soldiers with shovels and brooms, and two snow plows were engaged in sweeping the snow from the runway. On 6 January, the runway was clear. Since new snowfalls commenced in the night from 6 to 7 January, work was resumed on 7 January and the runway was swept clear by the evening of 8 January. During the night from 8 to 9 January, it was snowing again. At 3 p.m. on 10 January, sweeping still continued. Source believed that it would take about two days to clear the runway completely.¹
4. On 10 January, source observed the relieving of the sentries at the alert flight at the field. The sentries were quartered in two semi-underground low buildings west of the Retzow-Mirow road in the extension of the runway. Between 2:45 and 3 p.m., four sentries were on the way from the dispersal area of the alert planes to the quarters of the sentries. On 10 January, none of the two road blocks on the Retzow-Mirow road was guarded.
5. In early January, the fence gaps in the extensions of the runway to the east and the west were closed by a barbed-wire fence, about 1 meter high.

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6. On 10 January, 12 shrapnelproof aircraft revetments were identified west of, and 6 east of, the Retzow-Mirow road at the field. Twenty-one other revetments were located in the wooded area northeast of the fuel dump. The revetments on the Retzow-Mirow road were equipped with small wooden signs bearing Nos 1 to 18. Prior to 10 January, 79 shrapnelproof aircraft revetments including those constructed along the taxiway and the flight control building were observed at the field.²
7. In early January, it was learned that all German but one who worked at the repair shop were dismissed.
8. Between 10 a.m. and 3:30 p.m. on 30 December, individual flights were made beneath the ceiling by an unidentified number of jet fighters. Visibility was good and the ceiling at an altitude of about 1,400 meters. Between 9 a.m. and 3 p.m. on 14 January, individual flights were made by five jet fighters. Visibility was good.¹
9. On several days between 30 December and 15 January, the snow had been swept from the runway. Once, a labor crew of 50 soldiers equipped with a snow plow was observed in the western section of the runway.
10. In early January, aiming practices with the 14 guns were frequently observed. Usually, the practices were held after 10 a.m. and in the afternoon, and lasted about 30 minutes. No loading practices were observed. Since other soldiers, who were no members of the gun crew, stood directly at the emplacement, source was unable to identify the number of soldiers serving the piece during the aiming practices. Commands for the practices were given in turns by one soldier who stood on the slope. The practices included the laying for elevation and direction and traversing motions by 180 degrees. Occasionally, the practices were commenced at the alert sounded with a steel rail. When the signal was given the gun crew hurried from the quarters to the emplacement.³
11. Good observation facilities toward Laerz airfield were offered by Hill 78 on the Vietzen-Retzow road. When the weather was clear it was possible to count the aircraft parked in the dispersal area of the alert planes and near the flight control building. Since the terrain was sloping from this road, visibility would not be impeded in the event that the wire fence would be replaced by a board fence. No details were observed from the site. Observation facilities toward the dispersal area of the alert planes were offered by the road curve near Retzow. Aircraft models, but no numbers were identified. Observation facilities were also offered toward the rest of the field, however, no details were perceptible. From the way directly south of the canal near the field source identified and counted the tail assemblies of the planes parked in the dispersal area on the canal. Observation facilities toward the dispersal area at the flight control building were offered by the Laerz-Ellerholz road and railroad line. The numbers of the aircraft parked farthest to the northwest could be identified. The new board fence about 50 meters north of the entrance to the field protected buildings at the field against observation from the north. Exact observation of the dispersal area of the alert planes was possible only from the Retzow-Mirow road off the east end of the runway. From this site source exactly discerned the numbers and models of the aircraft which were towed to the take-off point at the east end of the runway. The road was blocked.
12. In early January, the dispersal area of the alert flight at the field was permanently guarded by a sentry armed with rifle. The pilots of the alert planes were believed to be quartered in a low building, about 50 meters east of the dispersal area of the alert flight, which was occupied by soldiers all time.

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13. In January, the aircraft were towed by motor vehicles from the dispersal areas on the field to the starte-off point. They were occupied by the pilots. About three small two-wheel rubber-tired carts were towed to the starte-off point by another vehicle. A soldiers waved with a small red flag before the take offs.
14. On 6 January, source observed for the first time that the size of the alert flight had been reduced to six planes; this numbers was maintained up to 15 January.
15. Source frequently observed that the one side of the runway, mostly the southern one, was lighted with white lamps at night. There was no air activity.

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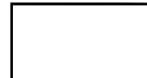
On 6 January, six canvas covered swept-back jet planes were observed at the east end of the runway. The noses of the planes pointed to the runway. Six to eight men wearing flying suits walked around the aircraft. A small device, about 1.50 meters high, was set up at the last plane. A radio truck mounting a rod antenna, about 3 meters high, at the left rear corner, was parked between the end of the runway and the excavated bunker east of it. A man who descended from the vehicle walked in the direction of the six swept-back jet planes. At 11:45 a.m., a take-off was made by a plane manned with two men who source distinctly discerned when the plane crossed the field. The landing gear of the plane was not yet retracted when the craft flew over the field.¹

16. On 6 January, small firs were inserted in the snow at intervals of 50 to 80 meters on both sides of the runway. Two or three men were walking along both edges of the runway and occasionally bent over the lamps of the flarepath.
19. On 6 January, 12 shrapnel roof aircraft revetments were counted on the west side of Retzow-Mirrow road. Other revetments were located on the east side of this road. They were U-shaped earthwalls, 2.5 to 3 meters high, which were open toward the road. The tops of the earthwalls, about 1 meter wide, were directly beside the road. The revetments were estimated to be 15 to 20 meters long and 10 meters wide. Source observed from a very close distance that a manhole each was in the northern longitudinal side of the two first revetments. There were no doors at the manholes. The other revetments also had similar dark holes. All revetments were snowed up. No trails were observed in the new snow. Other shrapnel roof of aircraft revetments were located north and south of the taxiway beginning at the east end of the runway, and at the fuel dump.²
20. On 6 January, a semi-buried low building mounting a mast, about 3 meters high, was observed east of the Retzow-Mirrow road on Hill 77. Two Soviet soldiers stood at the building. Another semi-underground low building was observed at the southwestern corner of the shrubbery east of the northern roadblock in the so-called "Aastanmen" area. Its front side, which was 6 to 8 meters wide, pointed to the road. The southern longitudinal side, which was 12-to 15 meters long, had a door. The west side

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of the building was equipped with a mast, 3 meters high, while a wire was stretched on the roof. A Soviet soldier wearing black-bordered blue epaulets came out of the building with a dog who moved freely about. On 6 January, three or four excavated bunkers, 6 to 10 meters long were observed at the field from the Vietzen-Laerz road at the point where the board fence changes into a barbed-wire fence.

21. On 6 January, concrete slabs, about 50 cm square and about 5 cm thick, were observed on the railroad spur track of the field.²

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[redacted] According to a signboard posted in the center of Mirow-Dorf, the road to Retzow was closed. It indicated a detour via Laerz. A road block on the southern edge of the woods on the Retzow-Mirow road was not guarded and no trails were observed in the snow. A sentry who did not halt the passers-by stood at the road block on the Vietzen-Laerz road on Mirow Canal on 6 January. The fence gap at the west end of the runway was closed by five to six lines of barbed wire up to a height of about 1 meter.

23. Between 3 and 4 p.m. on 27, 28, and 30 December truck [redacted] carrying eight to ten men was observed travelling through Mirow-Dorf in a northward direction. On two days, the same truck was observed coming back after about half an hour. On 27 December, the truck was observed curving in Mirow-Dorf into the road to Laerz. On 6 January, four squads of 15 to 20 men wearing red-bordered black epaulets with artillery insignia, including five to six technical sergeants, were seen on the Laerz-Vietzen road.¹

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1. [redacted] Comment. The headquarters of a fighter division and two fighter regiments are stationed at Laerz airfield. During the reported period, the alert planes were observed at the field and the individual local flights were made by other planes. In view of the constant snow-sweeping it is believed that take-offs by MiG-15s are hampered even by a thin snow cover. Besides, it is due to the snow-sweeping that the field is ready for services at all times, so take-offs by the alert planes may not be hindered.

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2. [redacted] Comment. A previous report specified the locations of the shrapnelproof aircraft revetments. [redacted]. The first mentioned revetments are dispersal areas from World War II located outside the fence southeast of the field and surrounded by protection walls. It is believed that the concrete slabs observed by Source 3 are used to strengthen the inner walls of the revetments as usual at other air-fields.

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3. [redacted] Comment. According to available information, there are two AA gun emplacements at Laerz airfield. One light AA battery is located in the northwestern corner of the landing field and the other one is on the southern edge of the landing field west of the quartering area.

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